

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐ no ☒

Property Name: Mid-Nineteenth--Century Brick House Inventory Number: AL-V-B-004
Address: 843 ~~842~~ National Highway (ALT US 40) Historic district: ☐ yes ☒ no
City: LaVale Zip Code: 21502 County: Allegany
USGS Quadrangle(s): Cumberland
Property Owner: Juanita Deans Tax Account ID Number: 019479
Tax Map Parcel Number(s): 2 Tax Map Number: 7V
Project: ALT US 40: Streetscape Improvements, LaVale Agency: Maryland State Highway Administration
Agency Prepared By: A.D. Marble & Company
Preparer's Name: Barbara Frederick/Emma Young Date Prepared: 3/27/2006
Documentation is presented in: Maryland Inventory of Historic Properties Form, AL-V-B-004
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

The Mid-Nineteenth-Century Brick House, located at 843 National Highway (ALT US 40) in LaVale, Allegany County, Maryland, is a two-and-a-half-story, circa-1850, side-gable, brick dwelling. The dwelling is set back on the property on a slight rise overlooking the National Highway (ALT US 40) to the south. The original rectangular footprint remains intact and is oriented on an east-west axis. A large number of additions, several of which post-date 1975, are attached to the rear (north) elevation. The three-bay main block is constructed of common bond brick, which is painted on the exterior walls. The interior brick chimneys at the end walls have corbelled tops. The windows and doors of the former dwelling are later replacements. The vinyl arched front door surround obscures the rectilinear transom that is original to the dwelling. The building lacks its former wooden shutters. The steps to the elevated front door have been rebuilt. The building is used for office space. A two-story garage is located to the rear of the property.

The dwelling, identified as the Mid-Nineteenth-Century Brick House (843 National Highway, AL-V-B-004), was previously documented on a MIHP form in 1975. In 2001, the Mid-Nineteenth-Century Brick House and 50-year-old properties located at 966-1060 National Highway (ALT US 40) were determined eligible as contributing resources to a local historic district in LaVale

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: NOT INDIVIDUALLY ELIGIBLE AND NOT LOCATED WITHIN A HISTORIC DISTRICT.

Jim Tanenbaum
Reviewer, Office of Preservation Services

Rebecca
Reviewer, National Register Program

5/26/06

Date

5/29/06

Date

(Reed, Determination of Eligibility (DOE) form, AL-V-B-004, on file at the Maryland Historical Trust, Crownsville, Maryland, 2001). As no formal documentation was previously completed for the district, A.D. Marble & Company prepared an MIHP and DOE form for the West LaVale Historic District, which included the dwellings at 966-1060 National Highway. However, the Mid-Nineteenth-Century Brick House is located outside the West LaVale Historic District.

History

Allegany County consists of land that was first explored by Europeans in the eighteenth century. The sloping nature of the lands did not lend itself to intensive cultivation except in the valleys, and agriculture was not the mainstay of the local economy. Iron, coal, and lumber-related industries were common in the region by the mid-nineteenth century. The rise of the railroad yards and other industries in the City of Cumberland contributed to the nineteenth-century growth of the city, while the surrounding area remained largely rural.

A limited amount of farming did occur in the valleys between the ridges. Reportedly, the community of LaVale, located along the National Road, sits on land that once served as farm fields. Agricultural use continued in this area until after World War II, at which time residential expansion engulfed much of the remaining farmlands (Stegmaier, Jr., *Allegany County: A History*, 415). Although no physical evidence of any agrarian land use or outbuildings remain, it is possible that the dwelling at 843 National Highway served as a farmhouse during the nineteenth century.

During the nineteenth century, a myriad of extractive industries developed in Allegany County with iron ore production first occurring in the 1830s, resulting in the establishment of iron furnaces and forges. Coal mining began during the 1840s after the discovery of bituminous deposits. The county's forested ridges also provided much needed timber for a growing region and nation. The discovery of Mt. Savage clay in the 1830s led to Allegany County's reputation for superior bricks (Ries and Leighton, *History of the Clay-Working Industry in the United States*, 106-107). Brick was a common construction material in the City of Cumberland and the surrounding area from the nineteenth century through the twentieth century, and the dwelling at 843 National Highway is reflective of the widespread use of brick.

The National Road, the nation's first internal improvement project, was constructed through the study area in 1833-1834, following a former pioneer trail. Today, iron obelisk mile markers and former taverns provide evidence of this former toll road. The roadway would also serve as the route of the Cumberland & Westernport Electric Railway for 25 years (1902-1927) and would serve as the impetus for the residential development of the LaVale area. Between the years 1890 and 1953, numerous residential subdivisions were laid out in LaVale along the trolley route.

The largest of the early streetcar subdivisions was a nearly 55-acre tract sold by William Long in 1903-1904 and surveyed by the Allegany County Improvement Company in east LaVale. Residential groupings with smaller lot sizes and more reasonable prices were also marketed in the LaVale area, particularly at the western end of the study area adjacent to the former Methodist Allegany Grove Camp Meeting. The dwellings in the pre-1935 middle-class developments include common architectural styles of the period, such as the Bungalow and American Foursquare, as well as un-stylized vernacular forms. Many of these forms were erected in the early-twentieth century in the immediate vicinity of the Mid-Nineteenth-Century Brick House. In 1903, the property at 843 National Highway was referenced in a deed as the residence of Jonathan Clary (Allegany County Land Record Liber 93, Folio 100).

In the early twentieth century, the National Highway began to serve as a popular route for the newly mobile automobile-driving public. As a result, a number of commercial businesses sprang up along the highway. Completion of Interstate Highway 68 in 1991 impelled an increase in the rate of growth for the western area of LaVale, especially with regard to commercial properties (Kenney, "Allegany County's Ground Transportation History, 13 October 1991). Since that date, the western end of the project corridor and

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

the area to the west along ALT US 40 have been transformed with the development of commercial properties. The former dwelling at 843 National Highway appears to have been converted to commercial use since 1975.

Significance Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded or may be likely to yield information important in history or prehistory.

The Mid-Nineteenth-Century Brick House, located at 843 National Highway, is not eligible for listing in the National Register of Historic Places under Criterion A due to a lack of local significance. This dwelling does not appear to have been a prominent stopping point for travelers along the National Pike (present-day National Highway), nor does it appear to have made any other contribution to local history. Additionally, the Mid-Nineteenth-Century Brick House does not contribute to a local historic district as all of the surrounding dwellings are associated with the early-twentieth-century streetcar suburb. Additionally, this area lacks sufficient continuity to be considered an eligible historic district.

The Mid-Nineteenth-Century Brick House is not eligible under Criterion B as it has no known association with individuals of historical importance.

The Mid-Nineteenth-Century Brick House is not eligible under Criterion C due to a lack of architectural integrity. While the dwelling is a relatively early example of architecture in the area, it does not retain sufficient integrity to be considered eligible. Post-1975 additions to the rear elevation, the replacement of windows, the addition of an arched door surround at the central entrance of the front (south) elevation which obscures the transom, the loss of shutters at the windows, and the rebuilding of the front stairs, detract from the architectural integrity of the dwelling. A better-preserved and more elaborate of a nineteenth-century brick dwelling is located approximately one mile east. The Four Mile House, as it is termed for the role it played as an inn along the National Pike, was erected ca. 1834 and has far better integrity and greater evidence of stylistic influences than the Mid-Nineteenth-Century Brick House.

The Mid-Nineteenth-Century Brick House was not evaluated for eligibility under Criterion D as part of the current investigations.

The building retains integrity of setting and location, retaining its location along the north side of the National Highway (ALT US 40), set back from the roadway. However, surrounding twentieth-century development have somewhat compromised the integrity of setting of the former dwelling. The additions to the rear elevation and the alterations to the front (south) elevation in the form of altered door surround, replacement entrance steps, and replacement windows and door, detract from the integrity of design, materials, and workmanship. Integrity of feeling and association is somewhat lost by the late-twentieth-century alterations and the conversion of the former dwelling to office space.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

References

Allegany County Clerk. Allegany County Land Records. On file at the Allegany County Clerks Office, Allegany County Courthouse, Cumberland, Maryland.

Kenney, Francis A. "Allegany County's Ground Transportation History." Cumberland (Maryland) Times-News, 13 October 1991.

Reed, Paula S., Ph.D. "843 National Highway." National Register Eligibility Review Form AL-V-B-004, on file at Maryland Historical Trust, prepared February 2001.

Ries, Heinrich and Henry Leighton. History of the Clay-Working Industry in the United States. London: John Wiley & Sons, 1909.

Stegmaier Jr., Harry I. Allegany County: A History. Parsons, West Virginia: McClain Printing Company, 1976.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

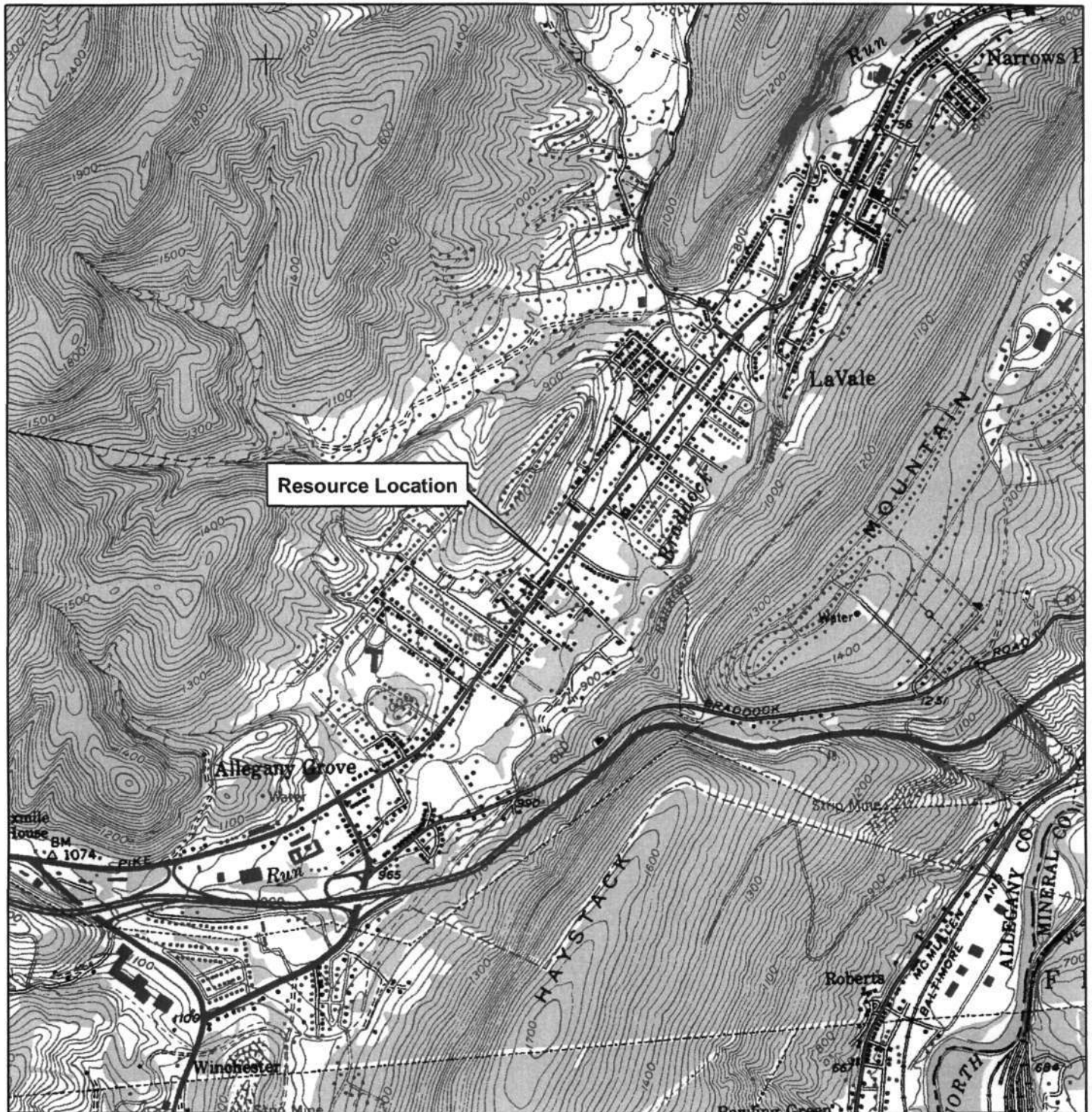
Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Mid-Nineteenth-Century Brick House (AL-V-B-004)

ALT US 40 Streetscape Improvements
LaVale, Allegany County, Maryland



2,000 0 2,000 Feet



Sources: USGS 7.5' Topographic Quadrangle,
National Elevation Dataset, ESRI



AL-V-B-004

Mid-19th c. Brick House

Allegheny County, MD

B. Frederick

03.2006

MD SHPO

South & east elevations; view to NW

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes ☐
no ☐

Property Name: 843 National Highway Inventory Number: AL-V-B-004

Address: 843 National Highway City: LaVale Zip Code: 21502

County: Allegany USGS Topographic Map: Cumberland Quadrangle

Owner: Unknown

Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____

Project: LaVale Cellular Tower Site Agency: FCC

Site visit by MHT Staff: ☒ no ☐ yes Name: N/A Date: N/A

Eligibility recommended ☒ Eligibility **not** recommended ☐

Criteria: ☐ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Is the property located within a historic district? ☐ no ☒ yes Name of district: LaVale Potential NR Eligible Dist.

Is district listed? ☒ no ☐ yes Determined eligible? ☐ no ☒ yes District Inventory Number: Unknown

Documentation on the property/district is presented in: Maryland Inventory of Historic Places

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Description of Property

A Maryland Historical Trust Survey form was prepared for this property in 1975. It is a two story, three bay brick dwelling located on the north side of US Route 40. It has a one story shed extension at the rear, with a later addition after 1975 attached to it. The brick masonry of the front elevation is laid in common bond. Windows have six over six panes within narrow frames. Brick chimneys within the end walls are finished with corbelled tops. Since 1975, new semi-elliptical entrance trim has been added around the front door. A two-story frame garage is located just west of the house. The building is now used as an office.

Eligibility Determination

The house appears to date from the mid 19th century. The use of common bond brickwork at the front elevation indicates construction after 1840. Although altered, the essential character, materials and form of the house remain intact. Dating from ca. 1850, the house is representative of construction the portion of the National Pike that was relocated from its original route to a new path through The Narrows in the 1830s. The property is located within one of the areas identified as a potential National Register eligible Historic District for LaVale in 1986 (map attached). Therefore, this house is considered to be eligible within a potential LaVale Historic District under National Register Criterion C as an example of mid 19th century architecture associated with the National Road.

MARYLAND HISTORICAL TRUST REVIEW		RESOURCE WITHIN LAVALE NR-ELIGIBLE H.D.	
Eligibility recommended <input checked="" type="checkbox"/> AS A CONTRIBUTING		Eligibility not recommended <input type="checkbox"/>	
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None		
Comments: REPLACEMENT WINDOWS & NEW DOORS SURROUND A SHED ROOF PORCH NOW ENCLOSED. ELIGIBLE ONLY AS A CONTRIBUTING ELEMENT TO LAVALE DISTRICT. J. Smith 4/17/2007			
Reviewer, Office of Preservation Services <i>[Signature]</i>		Date 4/17/07	
Reviewer, NR program		Date	

AL-V-B-004

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

Historic Context

The seemingly forbidding mountainous region of western Maryland was opened for settlement by the proprietary of Maryland in 1734. The lure of iron ore, wood, agricultural land and later, coal, as well as access to the western lands beyond the mountain ranges, fueled the settlement of the region through the 18th and 19th centuries.

Agriculture in the rugged mountainous area later known as Allegany County was concentrated primarily in the bottomland along the many small streams. As in neighboring Washington County, grain farming, with the consequent development of grist and flourmills, was the primary focus of production on these farms. Also important was logging and lumber production in the wooded mountainous terrain. The agricultural prosperity of the region led to its being served by important transportation routes, a good system of turnpikes, the National Road, C&O Canal and the B&O and Western Maryland railroads.

In 1806 the Thomas Jefferson administration began the construction of a federal highway that would lead to the newly acquired Louisiana Purchase lands comprising most of the central portion of the United States. The "National Road" began in Cumberland, Maryland and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. It followed the old Braddock Road, a rough wagon track established by explorers and traders, and traveled by General Braddock in 1754.

The main wagon road from Baltimore to Cumberland, a collection of privately owned and operated turnpike segments, was eventually upgraded and consolidated to become part of the National Road. The National Road became one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market, plus individual traffic passed along the pike. Taverns, inns and hotels were an important part of the travel-generated economy. Also important were blacksmith shops, wagon shops, and leather and harness shops.

In 1831, management of the National Road was turned over by the Federal government to the states. To mitigate the cost of maintenance, the Maryland legislature authorized two tollgates along the road which had, up until that time, been free.¹ The distinctive octagon-shaped tollhouse was erected approximately seven miles west of Cumberland.

By the 1830s, the constant heavy traffic on the National Road had caused considerable damage to the road surface. The decision was made to macadamize the surface. At the same time, the section of the road leading out of Cumberland west was re-routed off the old Braddock road, by way of Mechanic Street through 'The Narrows' north of Haystack Mountain. Continuing along the narrow valley on the west side of the mountain, the new route reconnected with the original road near the tavern known as the Six Mile House.² One mile east of the old tavern, a new tavern was established on the new section, known as the Five Mile House. The new route allowed a substantially reduced grade through the Haystack Mountain area and was soon followed by the Baltimore & Ohio Railroad.

The traffic on the pike waned after the mid 19th century when good rail service was established to Cumberland and competition developed from the C&O Canal. Writing in 1882, J. Thomas Scharf described the road as dusty and untraveled.³ Activity on the road did not pick up again until the early 20th century when the advent of the automobile once again increased traffic. US Route 40, the Old National Road, became a major transcontinental route by the 1920s.

Cumberland at the turn of the 20th century was at its height. The network of railroads radiating from Cumberland which had begun to take shape in the 1840s and 1850s, along with the development of the C&O Canal, stimulated the mining boom of coal and iron ore in the second half of the 19th century in western Maryland.⁴ In 1914, National Road traveler Robert

¹ Scharf, p. 1332.

² Ibid.

³ Ibid, p. 1333.

⁴ Donna M. Ware, *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991, p. 22-28.

NV-13004

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 2

Bruce described the city as the second largest in Maryland at a population of 23,000, second only to Baltimore.⁵ The well-developed network of roads and rails enhanced suburban growth around the city.

Local real estate entrepreneur, David P. Miller, took advantage of both road and rail and the narrow valley just west of 'The Narrows'.⁶ In 1909, Miller purchased a piece of land along the National Road near the Five Mile House tavern; he named the half-mile long section "La Vale," according to local historians.⁷ Tourist postcards from 1910 and 1912 showed substantial American Four Square single-family houses with elegant Colonial Revival porches lining the National Road frontage; the postcards were titled "La Vale, Suburb, Cumberland, Md."⁸ As the importance of the old National Road (US Route 40) grew in the 1920s and '30s as a tourism route, LaVale continued to grow with the addition of Bungalow style houses.

At the same time, the importance of agricultural production, particularly grains, began to wane in western Maryland. The very railroads which drove the growth of the mining industry, also allowed the development of agriculture in the mid-western states. The family farms of Allegany County converted to orchard or dairy production, or more commonly, survived as subsistence farms.

Despite the resurgence of the National Road experienced in the first half of the 20th century with the growing dominance of the automobile, continued growth of traffic and the needs of the trucking industry proved to be the ultimate downfall of the route. Improvements to Route 40 included a by-pass of the Narrows and LaVale. Now Interstate Route 68 parallels the old National Road, carrying the bulk of the east-west traffic.

Bibliography

Bruce, Robert, "The National Road," (National Highway Association, 1916), as reproduced on <http://www.rootsweb.com/~mdallegn/national.htm>, 2001.

Feldstein, Albert L., *Feldstein's Historic Postcard Album of Allegany County*, Cumberland, MD: Commercial Press Printing Co., 1983.

Reed, Paula S., "Final Report, Historic Property Evaluations, Washington, Allegany and Garrett Counties, Maryland," March 7, 2000 (Revised July 11, 2000).

Schwartz, Lee G., Albert L. Feldstein, and Joan H. Baldwin, *A Pictorial History, Allegany County*, Virginia Beach, VA: Donning, 1980.

Ware, Donna M., *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991.

Williams, T.J.C., *History of Allegany County*, (1923); reprint, Baltimore: Regional Publishing Co., 1969.

Prepared by: Paula S. Reed, Ph.D.

Date Prepared Feb., 2001

⁵ Robert Bruce, "The National Road," (National Highway Association, 1916; as reproduced on <http://www.rootsweb.com/~mdallegn/national.htm>, 2001)

⁶ T.J.C. Williams, *History of Allegany County*, (1923; reprint, Baltimore: Regional Publishing Co., 1969), p. 995.

⁷ Lee G. Schwartz, Albert L. Feldstein, and Hoan H. Baldwin, *A Pictorial History, Allegany County*, (Virginia Beach, VA: Donning, 1980), p. 57.

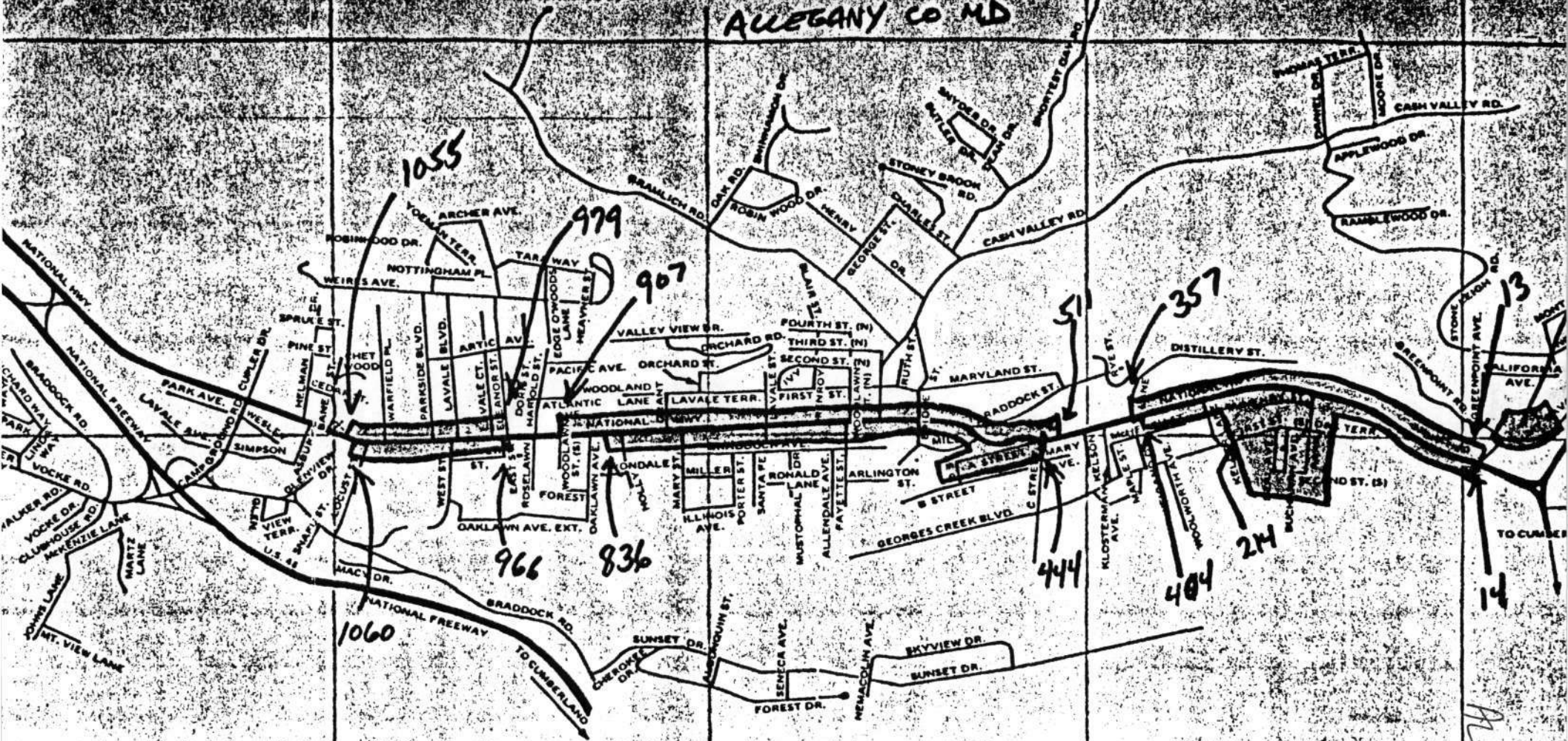
⁸ Albert L. Feldstein, *Feldstein's Historic Postcard Album of Allegany County*, (Cumberland, MD: Commercial Press Printing Co., 1983), p. 56.

POTENTIAL NR ELIGIBLE
HISTORIC DISTRICT
OUTLINED 5/7/86 GSA+AHK

LAVALE

Map furnished by LaVale Civic Improvement Association

ALLEGANY CO MD



A AVE.
A STREET
ALLEGANY ST.
ALLENDALE DR.
APPLEWOOD DR.
ARCHER AVE.
ARLINGTON ST.
ARTIC AVE.
ASBURY AVE.
ATLANTIC AVE.
AVONDALE AVE.
B AVE.

D STREET
DANIEL DR.
DEAL AVE.
DEAN DR.
DISTILLERY ST.
DORIS ST.
EAST ST.
EDGE O'WOODS LANE
ELEANOR ST.
FAYETTE ST.
FIRST ST. (N)

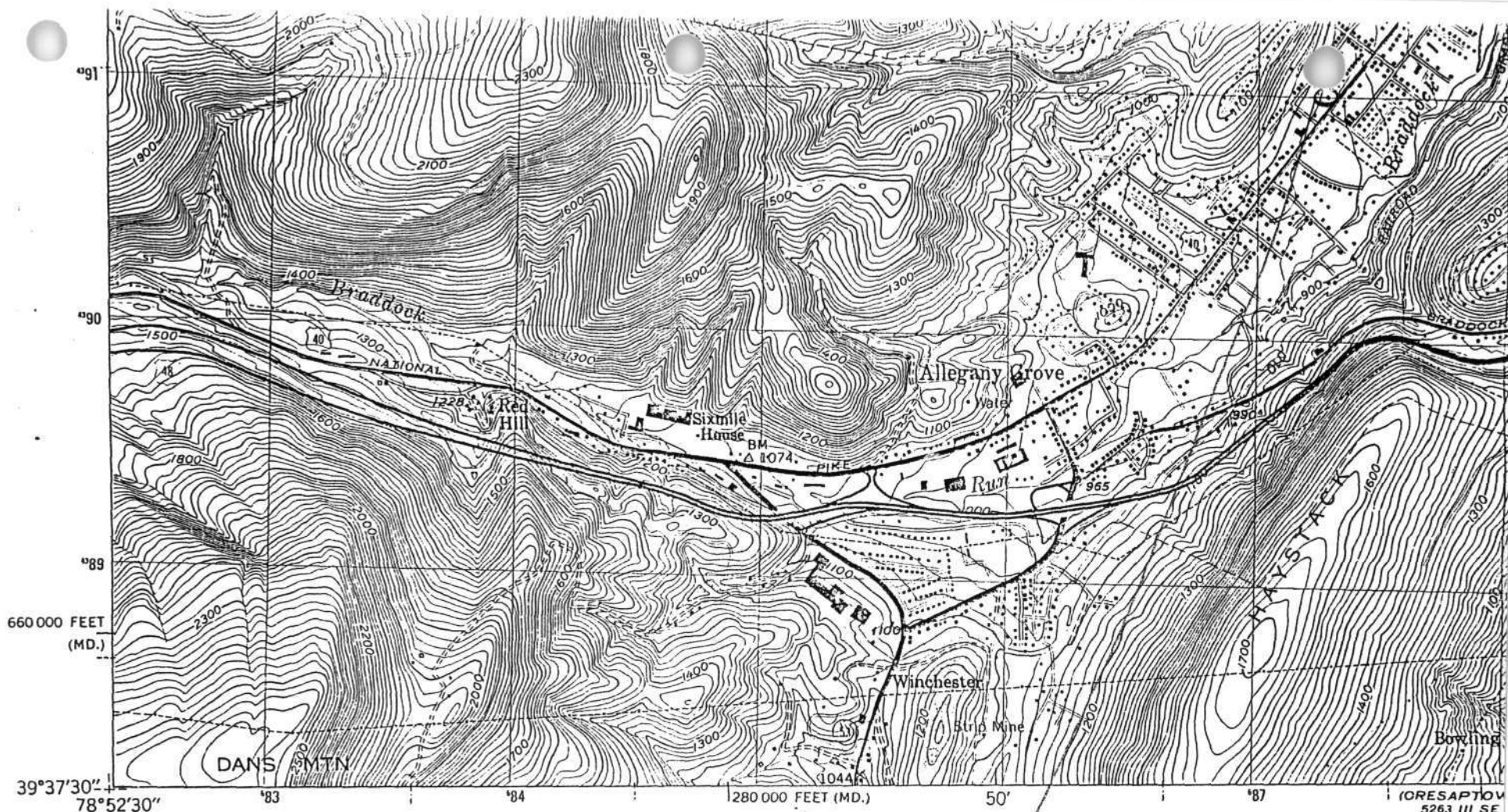
ILLINOIS AVE.
IVY ST.
JOHNS LANE
KANSAS AVE.
KELLER LANE
KELSON DR.
KLOSTERMAN AVE.
LANE AVE.
LAVALLE AVE.
LAVALLE BLVD.

NATIONAL FREEWAY
NATIONAL HWY.
NEMACOLIN AVE.
NEW YORK AVE.
NOTTINGHAM PL.
OAK RD.
OAK RD.
OAK TERR.
OAKLAWN AVE.
OAKLAWN AVE. EXT.
OLD ROUTE 83
ORCHARD RD.

SANTA FE ST.
SECOND ST. (N)
SECOND ST. (S)
SENECA AVE.
SHINNAMON DR.
SHORTEST DAY RD.
SIMPSON AVE.
SKYVIEW DR.
SNAPU ST.
SNYDER DR.
SOBIL AVE.
SPRUCE ST.
STONELEIGH RD.
STONEY BROOK RD.

D-3
D-3
D-3
D-3
D-2
D-1
D-3
D-3
D-3
D-3
D-3
D-3
D-3

AL-V-18-204



(LOVA CONING)
5263 III SW

Produced by the United States Geological Survey

Topography compiled 1947. Planimetry derived from imagery taken 1977 and other sources. Photoinspected using imagery taken 1993; no major culture or drainage changes observed. Survey control current as of 1949. Boundaries, other than corporate, revised 1999

North American Datum of 1927 (NAD 27)

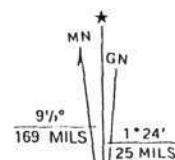
Projection: Maryland coordinate system
(Lambert conformal conic)

10 000-foot ticks: Maryland coordinate system, Pennsylvania coordinate system, south zone and West Virginia coordinate system, north zone
1000-meter Universal Transverse Mercator grid, zone 17

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

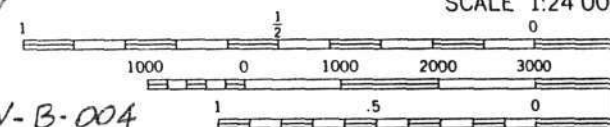
There may be private inholdings within the boundaries of the National or State reservations shown on this map

Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours



UTM GRID AND 1999 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

CUMBERLAND QUADRANGLE
LAVALLE CELLULAR TOWER PROJECT
ALLEGANY CO., MD



AL-V-B-004

843 National Highway
LAVALE, MD

CONTOUR INTERVAL
NATIONAL GEODETIC VERTICAL
TO CONVERT FROM FEET TO METERS,

THIS MAP COMPLIES WITH NATIONAL MAP
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND S



WA-V-B-004

843 National Highway

Lewale, Allegany Co. MD

2/01

Processing by
Kodak
FEB. 2001 G

Processing by
Kodak
FEB. 2001 G

Processing by
Kodak
FEB. 2001 G

Photo by P. Red, Paula Red Assoc. Inc.
Hagerstown MD

NW view

#1 of 1

HISTORIC SITE
SURVEY INVENTORY

MARYLAND HISTORICAL TRUST WORKSHEET

010090 5504
A1-V-B-004
A1-V-004

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: 843 National Highway				
AND/OR HISTORIC:				
2. LOCATION				
STREET AND NUMBER: 843 National Highway (U.S. Route 40)				
CITY OR TOWN: LaVale				
STATE: Maryland		COUNTY: Allegany		
3. CLASSIFICATION				
CATEGORY (Check One)		OWNERSHIP		STATUS
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both		<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
		Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered		ACCESSIBLE TO THE PUBLIC Yes: <input type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input checked="" type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		
4. OWNER OF PROPERTY				
OWNER'S NAME: Martha R. & Arthur R. Lazarus				
STREET AND NUMBER: 14 S. Lee Street				
CITY OR TOWN: Cumberland		STATE: Maryland		
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC: Allegany County Courthouse				
STREET AND NUMBER: 30 Washington Street				
CITY OR TOWN: Cumberland		STATE: Maryland		
Title Reference of Current Deed (Book & Pg. #): 443-522				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY:				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:		STATE:		

AL-V-B-004

7. DESCRIPTION			
CONDITION	(Check One)		
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair
	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)		(Check One)
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved
			<input checked="" type="checkbox"/> Original Site
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE			
<p>843 National Highway in LaVale, Allegany County stands on the north side of the road (U.S. Route 40).</p> <p>The house is a mid nineteenth century brick structure of two and a half stories with a stone foundation, a low gable roof with internal end chimneys, and a symmetrical facade of three bays with a center doorway. The brick is heavily coated with paint. The windows of the principal facade (south side) have double-hung wooden sashes with six-over-six lights. A small masonry porch with an iron balustrade projects out from the entrance.</p> <p>The house is structurally sound and is basically unaltered from its original appearance.</p>			

SEE INSTRUCTIONS

AL-V-B-004

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) mid

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | losophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

843 National Highway is probably one of the earliest structures remaining along the National Road, U.S. Route 40, in LaVale. Although the exact date of construction is not known, the stylistic features indicate the mid nineteenth century. Houses similar in design were being built in Cumberland in the 1840s and 1850s.

SEE INSTRUCTIONS

AL-VB-004

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Allegany County Land Records, Courthouse, Cumberland, Maryland.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
NW	Degrees Minutes Seconds ° ' "	Degrees Minutes Seconds ° ' "		Degrees Minutes Seconds ° ' "	Degrees Minutes Seconds ° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

The property measures approximately 58' x 390'.

SEE INSTRUCTIONS

11. FORM PREPARED BY

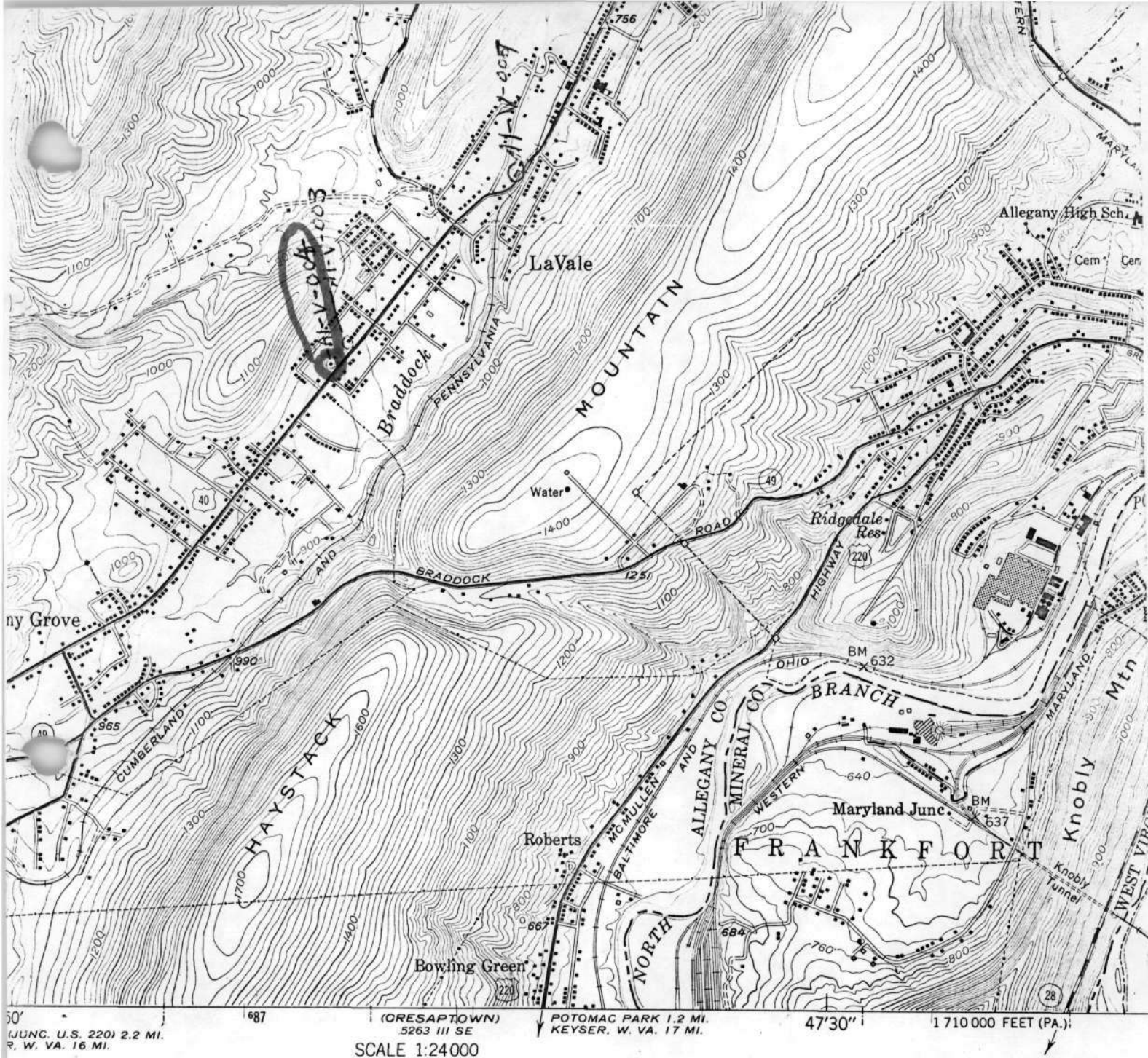
NAME AND TITLE: Ronald L. Andrews, Historic Site Survey		DATE 6/9/75
ORGANIZATION Tri-County Council for Western Maryland, Inc.		
STREET AND NUMBER: Algonquin Motor Inn, Suite 510		
CITY OR TOWN: Cumberland	STATE Maryland	

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature _____



Cumberland, MD - PA - WV Quad
 U.S.G.S. 7.5 minute series
 1949
 scale 1:24000

Site #: Al-V-004
 843 National Highway
 LaVale



House
843 National Highway
La Vale
Alligany Co., Md.
S E view
May, 1975

RONALD L. ANDREWS

AJ- V- 004